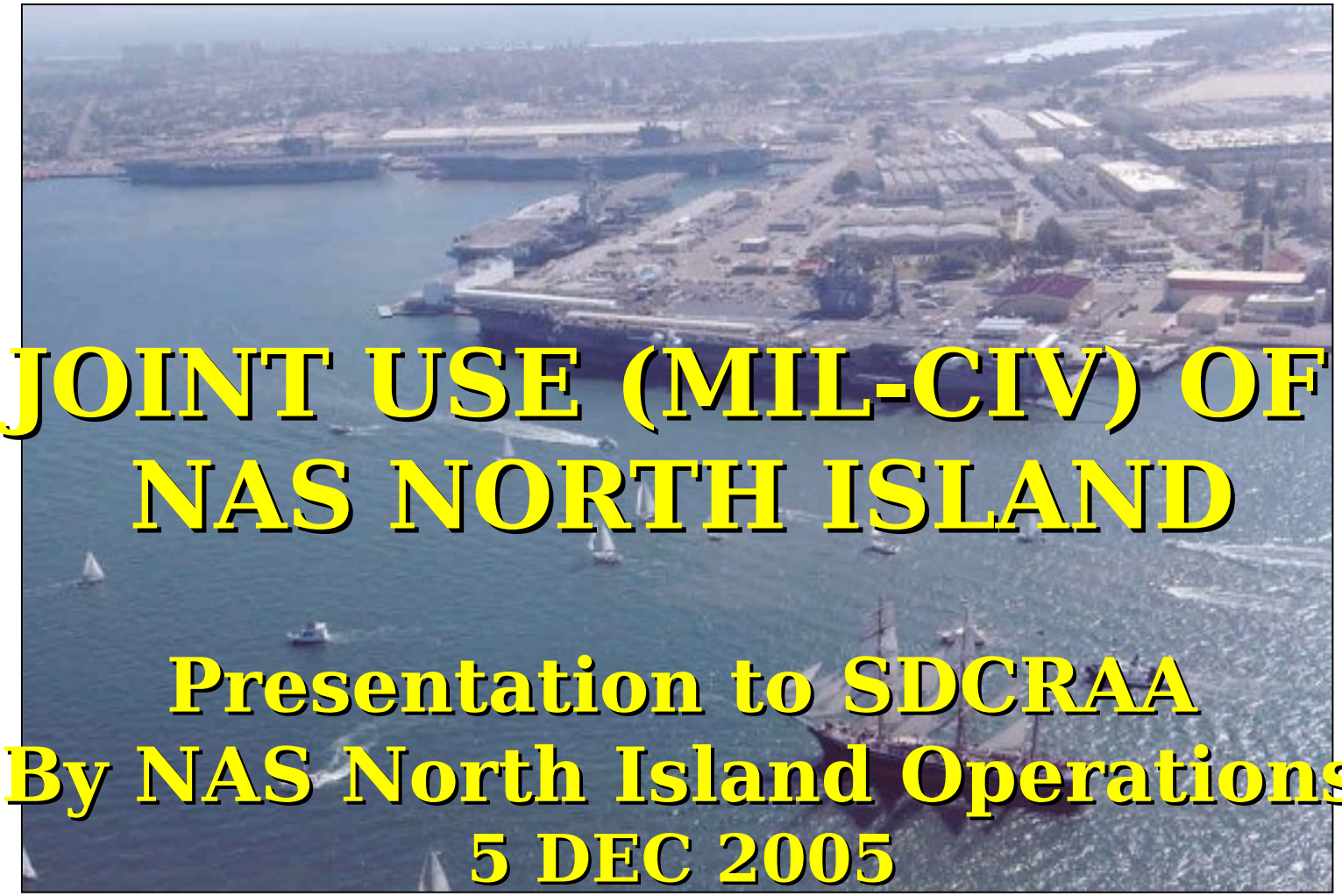


JOINT USE (MIL-CIV) OF NAS NORTH ISLAND

Presentation to SDCRAA
By NAS North Island Operations
5 DEC 2005

JOINT USE - WHERE IT WORKS

- **Stronger/Weaker Partners**
- **Compatible Operations**
- **Compatible Schedules**

NAS North Island:
CY04: 113,000 ops
CY03: 130,000 ops

REQUIREMENT

- **Future SDIA operations similar to:**
  - **Oakland—339,762**
  - **San Francisco—353,242**
  - **Seattle-Tacoma—358,894**
- **SDIA plus military operations similar to:**
  - **New York (LaGuardia)—405,598**
  - **Salt Lake City—413,246**
  - **Boston—422,460**
  - **Newark—440,437**
  - **Charlotte—467,676**
  - **Philadelphia—474,624**
  - **Dulles—502,519**

GOVERNING DIRECTIVES

- **DON Joint Use Policy-- SECNAVINST 3770.2 (25 Jun 76)**
- **SECDEF Joint Use Policy Memo (16 DEC 83)**
- **DOD/DOT Joint Use Plan (8 MAR 84)**

DOD/DOT STUDY OF JOINT USE: CONCLUSIONS

An Airport will *not* be considered for joint use when it involves:

- **Pilot training (student or qualification)**
- **Co-location of military & civil aircraft**
- **Routine access through military base**
- **Increased airfield operating hours**
- **Dissimilar operations (traffic mix)**
- **Incompatible operations**
- **Co-location of facilities**
- **Increased cost to DOD**
- **DoD Environmental Costs**

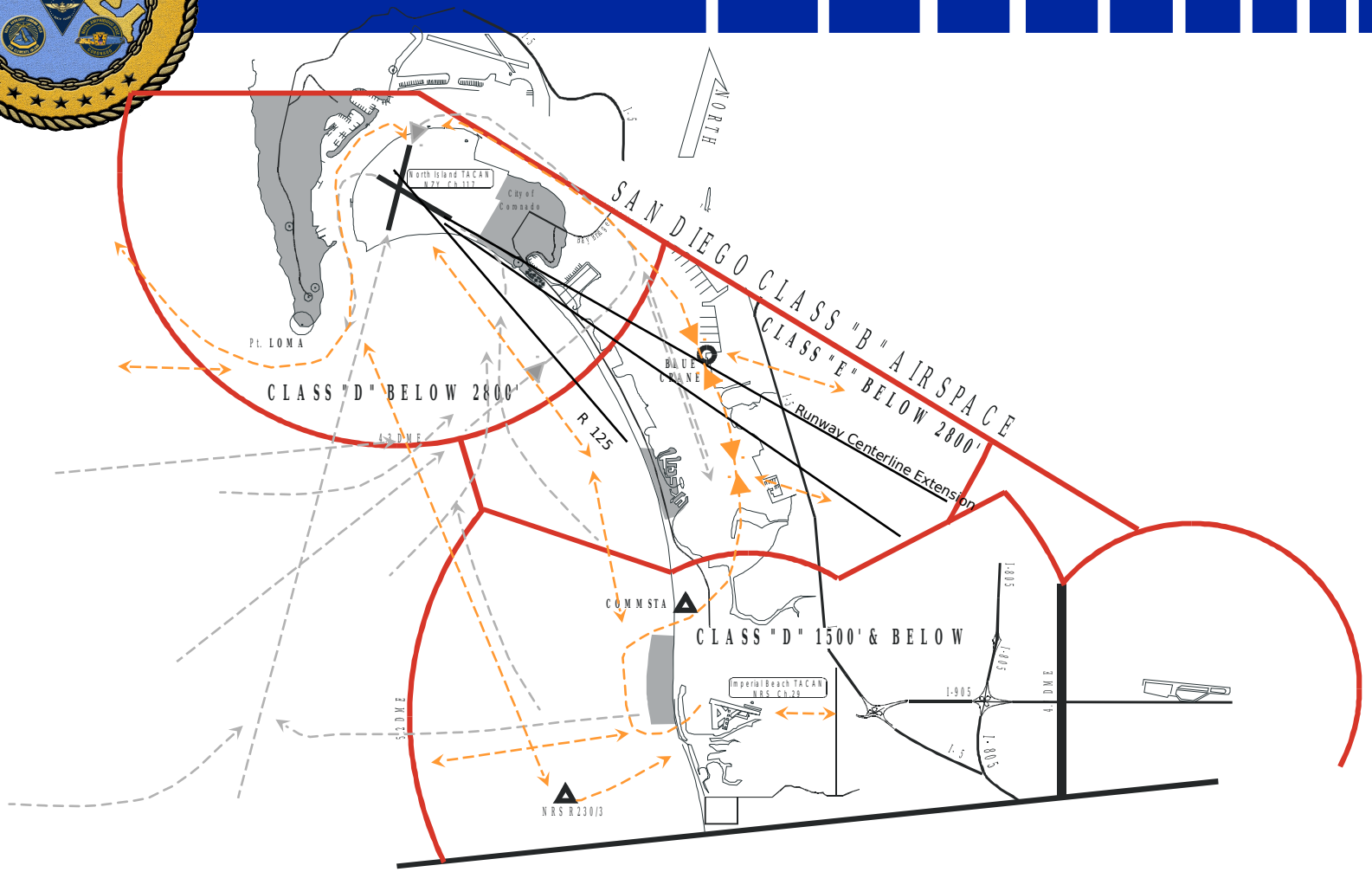
SHOW STOPPERS

- **Unacceptable security concerns**
- **Unacceptable safety hazards**
- **Scheduling and priority conflicts with commercial air carriers**
- **Operational interference with Navy training and readiness**

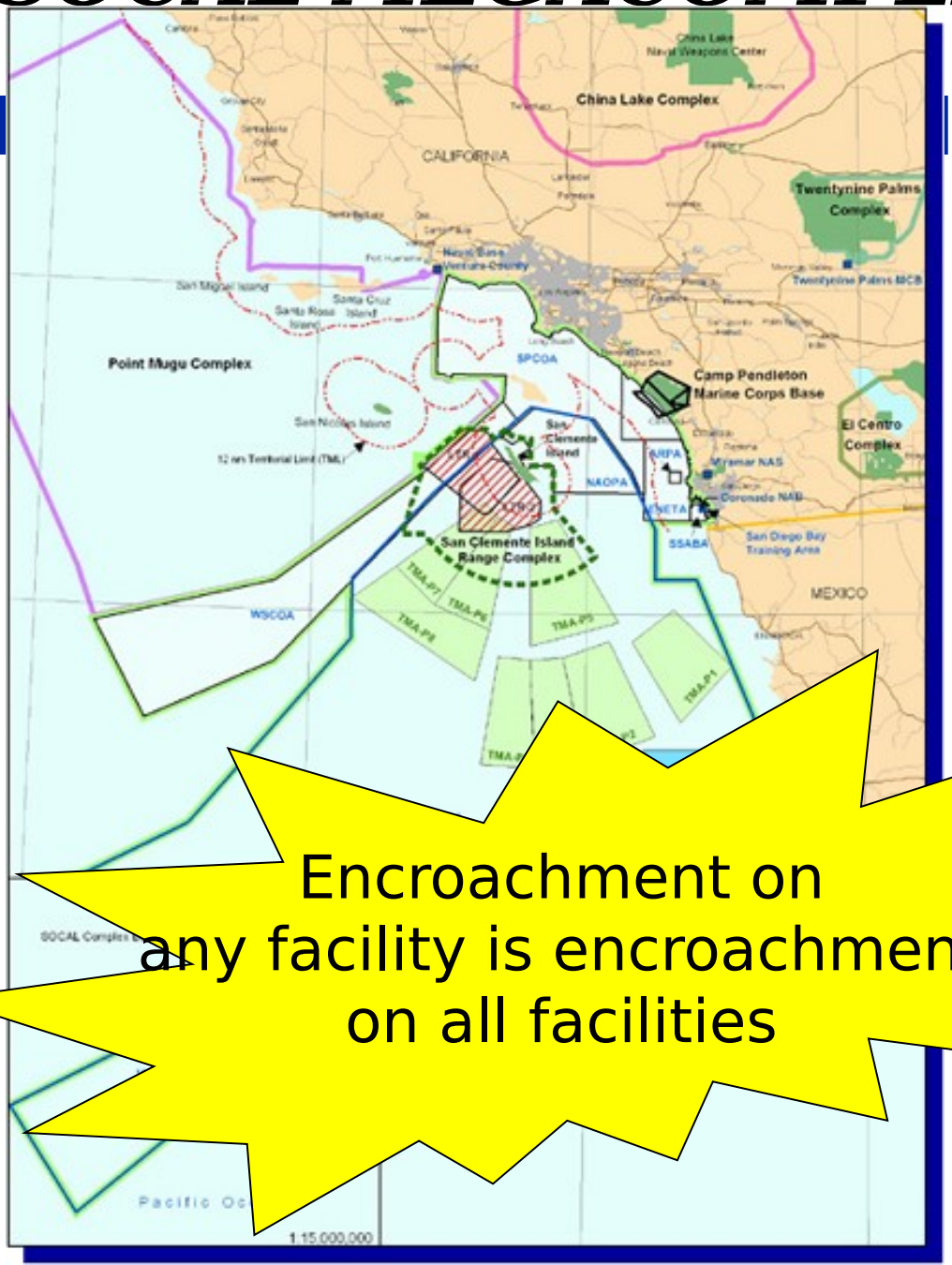
NASNI MISSION COMPROMISED-- READINESS (TRAINING)

- **Unacceptable delays for military aircraft due to increased IFR departures**
- **High concentration of Fleet Replacement Pilot training - 38% of *all* Fleet-qualified pilots/crews train at NASNI**
- **Five carrier air wings conduct training from NASNI and/or use it as a primary divert field**
- **Airspace serving proficiency and tactical training cannot support high-tempo commercial passenger or cargo operations safely without displacing military sorties or creating unacceptable delays**
- **Complex formed by NASNI and NOLF IB accomplishes the majority of basic Fleet helicopter training essential to wartime readiness.**

NASNI & NOLFIB AIRSPACE



SOCAL MEGACOMPLEX



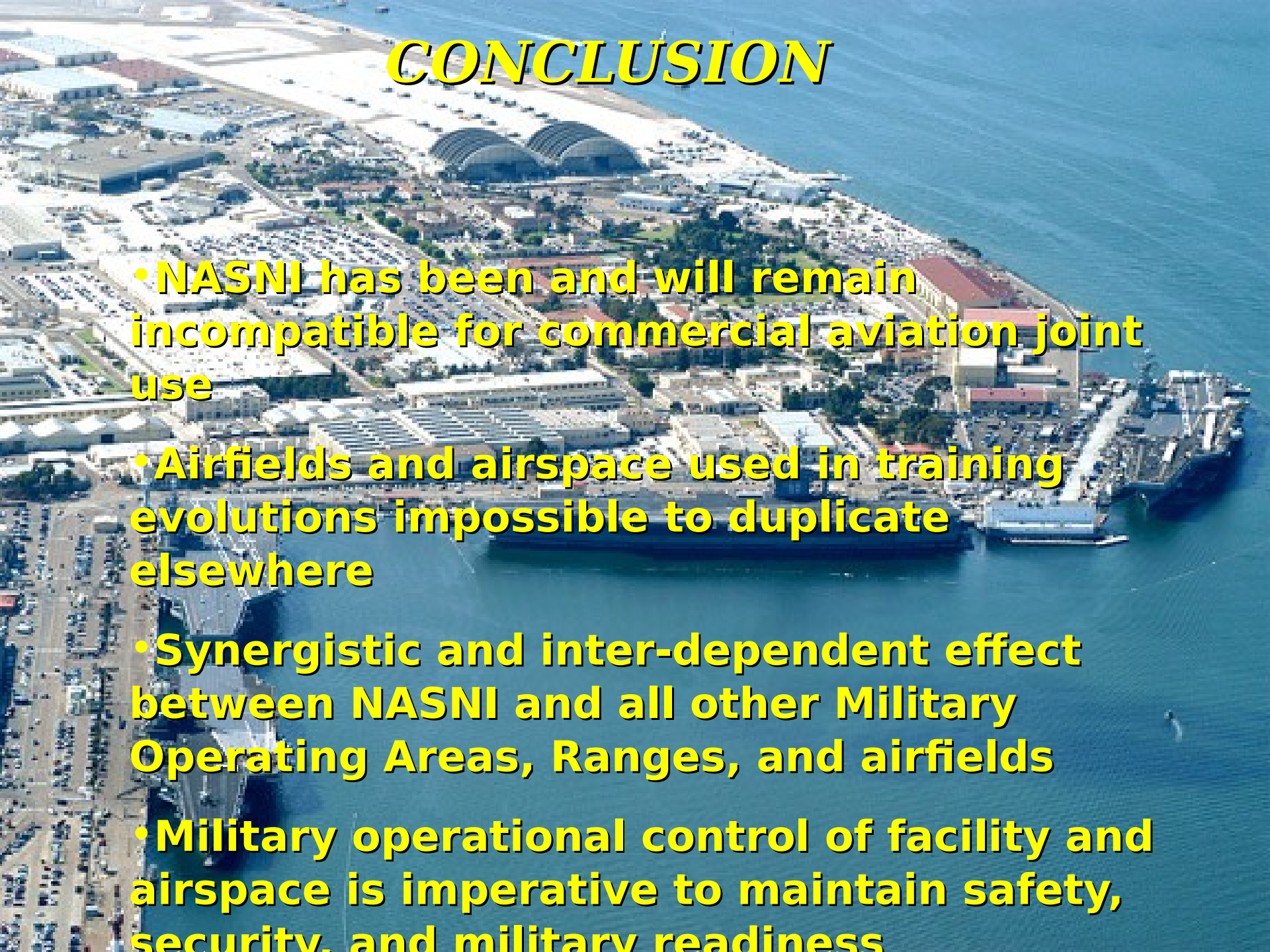
Encroachment on
any facility is encroachment
on all facilities

NASNI MISSION COMPROMISED— SECURITY and MILITARY RESPONSE

- **Homeport for two aircraft carriers**
- **24/7 public access required for commercial operation**
- **Proximity to homeport piers creates *unacceptable security risk* to CNO's stated #1 force protection asset**
- **Embarkation/debarkation point for SPECWAR, Air Wings, EOD/DSRV/Harbor Clearance Unit, and Mobile Security Group**

NASNI MISSION COMPROMISED--SAFETY

- **Ordnance zones add additional restrictions to ramp space**
- **Hung or unexpended ordnance requires special handling**
- **Arrested landings foul runways**
- **Alternative runway proposals and extensions force helicopters to operate in smaller airspace**



CONCLUSION

- **NASNI has been and will remain incompatible for commercial aviation joint use**
- **Airfields and airspace used in training evolutions impossible to duplicate elsewhere**
- **Synergistic and inter-dependent effect between NASNI and all other Military Operating Areas, Ranges, and airfields**
- **Military operational control of facility and airspace is imperative to maintain safety, security, and military readiness**